

# **EXECUTIVE SUMMARY**

## **AIRCRAFT ACCIDENT INVESTIGATION**

**PC-12, S/N 05-0646**

**PANAMA CITY BAY COUNTY AIRPORT, FLORIDA**

**5 JUNE 2008**

On 5 June 2008, at approximately 1940 Central Standard Time (CST) a PC-12 aircraft, serial number 05-0646 departed Hurlburt Field, Florida (FL) to conduct a night pilot proficiency sortie at Panama City Bay County Airport. After numerous approaches and at approximately 2113 CST the Mishap Aircraft (MA) landed gear up on runway 14 at Panama City Bay County Airport. The aircraft skidded to a halt and the mishap crew conducted an emergency egress with no injuries. The mishap aircraft received substantial damage to the propeller, underbelly, and flaps.

The MA was based at Hurlburt Field, FL, assigned to the 319<sup>th</sup> Special Operations Squadron, 1<sup>st</sup> Special Operations Wing, Air Force Special Operations Command. The mishap occurred on the approach end of runway 14 at Panama City Bay County Airport, FL.

The mishap pilot was conducting a local proficiency sortie low energy simulated engine out approach to runway 14 and had raised his landing gear to improve his glide ratio. He did not lower the gear later in the approach and continued flying to touchdown with the gear up. The mishap instructor pilot, knowing the gear was still up, did not realize that the mishap pilot was continuing the approach to a landing, did not direct a go around, or take control of the aircraft. The mishap aircraft subsequently touched down with the gear up at the approach end of the runway and slid to a stop with the nose of the aircraft slightly off the right hand side of the runway.

The mishap crew was current and qualified for the mission. All maintenance personnel were trained and qualified. A thorough review revealed that neither the condition of the aircraft, nor any maintenance procedures played any role in the accident.

The Accident Investigation Board president found by clear and convincing evidence, the cause of the mishap was the mishap instructor pilot's failure to direct a go around or take control of the aircraft prior to touchdown and allowing the mishap pilot to land gear up. This was the result of numerous human factors and a breakdown in crew resource management.

Under 10 U.S.C 2254(d) any opinion of the accident investigators as to the cause of, or the factors contributing to, the accident set forth in the accident investigation report may not be considered as evidence in any civil or criminal proceedings arising from the accident, nor may such information be considered an admission of liability of the United States or by any person referred to in those conclusions or statements.